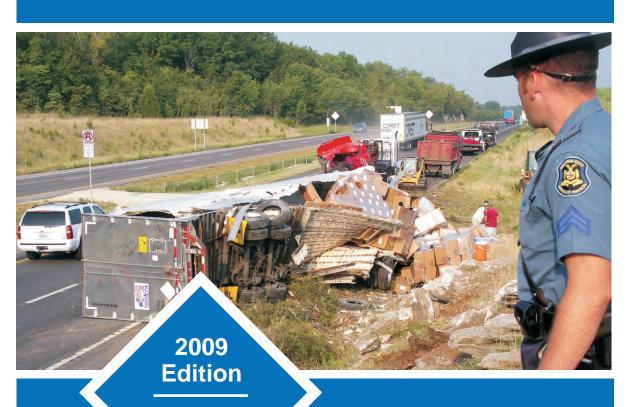
Missouri Traffic Crashes



2008 Statistics

Department of Public Safety

Missouri State Highway Patrol

Introduction

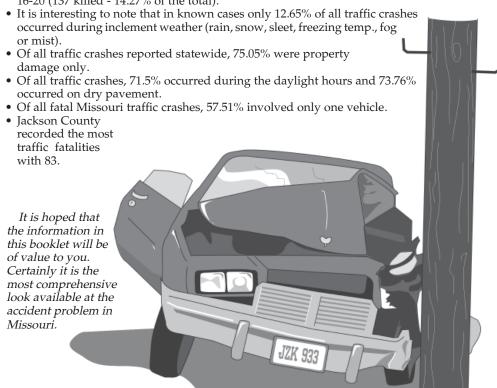
This booklet is published by the Missouri State Highway Patrol as an aid to persons who are interested in the traffic accident problem in Missouri. It contains information which provides for a comprehensive look at the Statewide accident problems as experienced in 2008.

The Missouri State Highway Patrol is the central traffic accident data collection agency for the State of Missouri. Data on both rural and urban traffic crashes is made available to this agency. Law enforcement agencies throughout the State provide the Highway Patrol with copies of their accident reports. All reports of traffic accidents including those investigated by the Missouri State Highway Patrol are tabulated and analyzed by this agency. It is thus due, in part, to the continued cooperation of these law enforcement agencies that a meaningful picture of the statewide accident experience is available to interested persons.

Interesting Statistics

Here at a glance are some interesting statistics found in this booklet:

- In 2008 there were 960 persons killed in traffic accidents in the State of Missouri, 32 (3.2%) less than in 2007. There was a decrease of about 6.14% in total accidents statewide compared to 2007.
- Speed and drinking were the lead Probable Contributing Circumstances in fatal accidents. Of all fatal accidents, 33% involved drinking/drugs.
- Of all persons killed in Missouri traffic crashes in 2008, 391 (40.73%) were in the 16-35 age group. The age group most overrepresented in Missouri fatal traffic crashes is 16-20 (137 killed 14.27% of the total).



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Traffic Safety Statistics 1984 - 2008

| Number of deaths per 100 million miles of vehicle | Year | Killed | Injured | Economic Loss | Licensed Drivers | Vehicles Registered | Miles Travelled | Death ¹ Rate | Injury² Rate |
|---|------------|--|------------------|-------------------|---------------------|------------------------|--------------------|----------------------------|-----------------|
| travel. | 1984 | 991 | 64,099 | 887,080,000 | 3,402,967 | 3,585,303 | 38,431,000,000 | 2.6 | 169.4 |
| and initities per | 1985 | 948 | 026'99 | 000'086'906 | 3,415,014 | 3,635,364 | 39,286,000,000 | 2.4 | 172.9 |
| 100 million miles | 1986 | 1,143 | 69,455 | 1,100,070,000 | 3,436,028 | 3,737,386 | 41,572,000,000 | 2.7 | 169.8 |
| of vehicle travel. | 1987 | 1,058 | 67,743 | 1,158,640,000 | 3,472,027 | 3,760,948 | 43,379,000,000 | 2.4 | 158.6 |
| ³ The 1995 cost | 1988 | 1,103 | 69,321 | 1,368,710,000 | 3,511,986 | 3,835,292 | 45,447,000,000 | 2.4 | 155.0 |
| figures have been | 1989 | 1,052 | 68,588 | 1,352,250,000 | 3,537,276 | 3,881,896 | 48,087,000,000 | 2.2 | 144.8 |
| calculated using a | 1990 | 1,097 | 72,493 | 1,463,320,000 | 3,702,692 | 3,948,319 | 49,891,000,000 | 2.2 | 147.5 |
| Cafoty Council 2004 | 1991 | 1,011 | 67,707 | 1,616,100,000 | 3,445,079 | 3,987,545 | 50,676,000,000 | 2.0 | 135.6 |
| estimate formula | 1992 | 985 | 70,550 | 1,981,940,000 | 3,454,548 | 4,039,447 | 53,108,000,000 | 1.9 | 134.7 |
| The 1993 and 1994 | 1993 | 949 | 77,521 | $2,561,332,000^3$ | 3,499,278 | 4,097,716 | 54,821,000,000 | 1.7 | 143.1 |
| cost figures also | 1994 | 1,089 | 81,046 | 3,068,532,0003 | 3,382,050 | 4,206,637 | 57,287,000,000 | 1.9 | 143.4 |
| have been | 1995 | 1,109 | 81,114 | $3,169,354,000^3$ | 3,688,225 | 4,250,708 | 59,115,000,000 | 1.9 | 139.2 |
| recomputed using | 1996 | 1,148 | 82,695 | 3,065,763,000 | 3,797,574 | 4,381,105 | 61,007,000,000 | 1.9 | 137.4 |
| this formula. As a | 1997 | 1,192 | 81,515 | 2,949,793,200 | 3,832,875 | 4,339,101 | 62,979,000,000 | 1.9 | 131.3 |
| result, the 1993 and 1994 costs | 1998 | 1,169 | 79,746 | 3,240,900,000 | 3,935,879 | 4,405,307 | 64,533,000,000 | 1.8 | 125.4 |
| displayed in this | 1999 | 1,094 | 78,317 | 3,167,302,800 | 3,983,650 | 4,429,689 | 900'000'958'99 | 1.6 | 118.8 |
| publication are | 2000 | 1,157 | 76,328 | 3,238,775,300 | 4,006,790 | 4,612,009 | 000'000'506'99 | 1.7 | 115.8 |
| different than | 2001 | 1,098 | 73,618 | 3,205,958,600 | 4,019,869 | 4,244,980 | 67,635,000,000 | 1.6 | 110.5 |
| those previously | 2002 | 1,208 | 72,599 | 3,398,495,400 | 4,118,933 | 4,413,717 | 68,162,000,000 | 1.8 | 108.3 |
| published. 1993 - | 2003 | 1,232 | 69,121 | 3,431,654,000 | 4,186,002 | 4,416,352 | 67,929,000,000 | 1.8 | 103.6 |
| 1995 costs are not | 2004 | 1,130 | 68,673 | 3,699,864,000 | 4,262,059 | 4,928,515 | 68,300,000,000 | 1.7 | 102.2 |
| comparable to | 2005 | 1,257 | 66,413 | 3,713,459,000 | 4,284,187 | 4,722,723 | 68,754,000,000 | 1.8 | 98.4 |
| different cost | 2006 | 1,096 | 62,078 | 3,492,730,000 | 4,281,710 | 5,105,733 | 68,834,000,000 | 1.6 | 91.8 |
| formulas were | 2007 | 992 | 000'09 | 3,508,413,000 | 4,446,471 | 5,069,869 | 69,150,000,000 | 1.4 | 88.2 |
| utilized. | 2008 | 096 | 55,149 | 3,182,874,600 | 4,380,292 | 5,150,584 | 72,560,000,000 | 1.3 | 76.0 |
| | *Updated 1 | *Updated 1996 Licensed Drivers 3,797,574 | rivers 3,797,574 | | | | | | |

Accident Type

Statewide Traffic Accidents in Missouri

Statewide Accidents

| Type of Accident | Fatal | Injury | Prop. Damage | Total | % |
|--------------------------------|-------|--------|-----------------|---------|--------|
| Overturning | 86 | 2,048 | 1,379 | 3,513 | 2.25 |
| Other Non-Collision | | 300 | 943 | 1,251 | .80 |
| Pedestrian | 58 | 1,152 | 110 | 1,320 | .85 |
| Motor Vehicle in Transport | 311 | 22,886 | 75,529 | 98,726 | 63.34 |
| Motor Vehicle On Other Roadway | 8 | 63 | 174 | 245 | .16 |
| Parked Motor Vehicle | 6 | 725 | 11,303 | 12,034 | 7.72 |
| Railway Train | 6 | 9 | 25 | 40 | .03 |
| Pedalcyclist | 2 | 516 | 104 | 622 | .40 |
| Animal | 3 | 395 | 4,022 | 4,420 | 2.84 |
| Fixed Object | 353 | 9,791 | 22,083 | 32,227 | 20.68 |
| Other Object | 4 | 155 | 1,298 | 1,457 | .93 |
| Total | 845 | 38,040 | 116,970 | 155,855 | 100.00 |
| Percentage | .54 | 24.41 | 75.05 | 100.00 | |

Persons Involved

| Type of Accident | Killed | Injured | Total | % |
|--------------------------------|--------|---------|--------|--------|
| Overturning | 98 | 2,720 | 2,818 | 5.02 |
| Other Non-Collision | 9 | 361 | 370 | .66 |
| Pedestrian | 59 | 1,248 | 1,307 | 2.33 |
| Motor Vehicle in Transport | 375 | 35,958 | 36,333 | 64.75 |
| Motor Vehicle On Other Roadway | 9 | 114 | 123 | .22 |
| Parked Motor Vehicle | 6 | 903 | 909 | 1.62 |
| Railway Train | 6 | 15 | 21 | .04 |
| Pedalcyclist | 2 | 532 | 534 | .95 |
| Animal | 3 | 475 | 478 | .85 |
| Fixed Object | 389 | 12,637 | 13,026 | 23.22 |
| Other Object | 4 | 186 | 190 | .34 |
| Total | 960 | 55,149 | 56,109 | 100.00 |

Note: The type of accident is determined by the first harmful event.

Statewide Traffic Deaths by County



Statewide Traffic Deaths by County - The numbers on this map include both rural and urban traffic deaths for each county and the City of St. Louis. The City of St. Louis is carried separately because it is not located within a county.

The first figure in each county represents the total deaths during 2008. The second figure (the figure with the decimal point) represents the average deaths per year for the last ten years. By removing the decimal point, the number represents the total deaths for a 10-year period. The third figure indicates the increase or decrease of traffic fatalities in each county from the year 2007 to 2008. If there is no change it will be indicated by a -0-.

For example: Atchison, the topmost, western county, shows 1 person was killed last year. There has been an average of 2.0 people killed each year for the last 10 years or a total of 20 over the 10-year period.

Nationwide Information

Nationwide

Traffic Accidents

43,100

2,300,000 \$257,700,000,000

1.44

2007

Figures not available at time of publication

2008

Source: National Safety Council

Killed

Injured

Cost (Economic Loss)

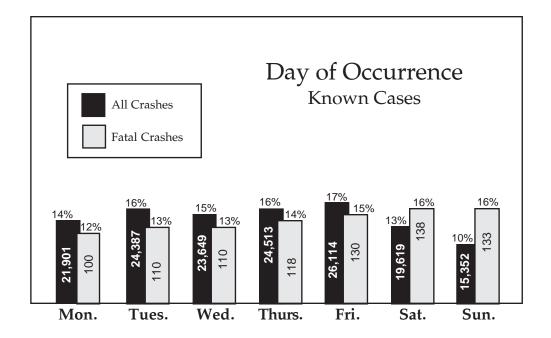
Deaths Per 100 Million Miles

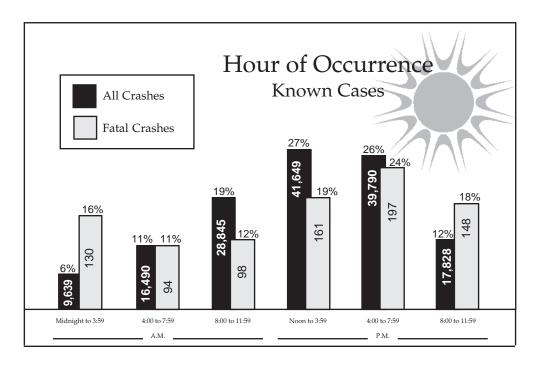
Statewide Deaths by Month

Statewide Traffic Deaths By Month

| | | 2007 | | | 2008 | |
|-----------|-------|-------|-------|-------|-------|-------|
| | Rural | Urban | Total | Rural | Urban | Total |
| January | 52 | 17 | 69 | 58 | 20 | 78 |
| February | 43 | 15 | 58 | 45 | 17 | 62 |
| March | 68 | 26 | 94 | 52 | 12 | 64 |
| April | 41 | 25 | 66 | 61 | 16 | 77 |
| May | 72 | 32 | 104 | 50 | 37 | 87 |
| June | 60 | 18 | 78 | 57 | 22 | 79 |
| July | 73 | 20 | 93 | 68 | 26 | 94 |
| August | 76 | 19 | 95 | 56 | 25 | 81 |
| September | 67 | 19 | 86 | 51 | 25 | 76 |
| October | 57 | 29 | 86 | 74 | 24 | 98 |
| November | 71 | 24 | 95 | 62 | 21 | 83 |
| December | 47 | 21 | 68 | 62 | 19 | 81 |
| Total | 727 | 265 | 992 | 696 | 264 | 960 |

Accidents by Day and Hour





Age of Killed/Injured and Drivers

| Killed/Injured | |
|----------------|---|
| By Age Group | , |

| Age of Person | Killed | Percent | Injured | Percent |
|---------------|--------|---------|---------|---------|
| Under 1 | 0 | 0 | 0 | 0 |
| 1 | 1 | .10 | 199 | .36 |
| 2 | 2 | .21 | 184 | .34 |
| 3 | 3 | .31 | 239 | .44 |
| 4 | 1 | .10 | 228 | .42 |
| 5 | 6 | .63 | 227 | .41 |
| 6 - 10 | 8 | .83 | | 2.08 |
| 11 - 15 | _ | | 1,142 | 3.91 |
| | 22 | 2.29 | 2,148 | ""- |
| 16 - 20 | 137 | 14.27 | 9,665 | 17.61 |
| 21 - 25 | 110 | 11.46 | 7,151 | 13.03 |
| 26 - 30 | 88 | 9.17 | 5,355 | 9.75 |
| 31 - 35 | 56 | 5.83 | 3,957 | 7.21 |
| 36 - 40 | 58 | 6.04 | 3,929 | 7.16 |
| 41 - 45 | 78 | 8.13 | 3,963 | 7.22 |
| 46 - 50 | 79 | 8.23 | 4,044 | 7.37 |
| 51 - 55 | 68 | 7.08 | 3,416 | 6.22 |
| 56 - 60 | 55 | 5.73 | 2,651 | 4.83 |
| 61 - 65 | 31 | 3.23 | 1,926 | 3.51 |
| 66 - 70 | 35 | 3.65 | 1,255 | 2.29 |
| 71 - 75 | 33 | 3.44 | 938 | 1.71 |
| 76 - and Over | 84 | 8.75 | 1,667 | 3.04 |
| Not Stated | 5 | .52 | 611 | 1.11 |

Age of Drivers of Motorized Vehicles Involved in Accidents

| | | | | Severity | |
|----|--|--|--|--|--|
| Aş | ge of Driver | Number Involved | Fatal Accidents | Injury Accidents | Property Damage Accidents |
| | 15 and Under 16 17 18 19 20 21 - 25 26 - 30 31 - 35 36 - 40 41 - 45 46 - 50 51 - 55 56 - 60 61 - 65 66 - 70 | 616 7,143 8,182 8,906 7,987 7,664 32,750 26,531 21,100 21,214 20,964 21,046 17,745 13,891 10,129 | 6 16 32 37 37 37 137 136 105 97 119 109 97 89 49 32 | 226 1,825 2,088 2,406 2,162 2,068 8,485 6,900 5,477 5,467 5,477 5,489 4,559 3,559 2,613 1,721 | 384 5,302 6,062 6,463 5,788 5,559 24,128 19,495 15,518 15,650 15,368 15,448 13,089 10,243 7,467 4,860 |
| | 71 - 75 76 and Over Not Stated | 6,613 4,925 7,639 19,834 | 34 72 13 | 1,274 1,947 1,893 | 3,617 5,620 17,928 |
| | Total Drivers | 264,879 | 1,254 | 65,636 | 197,989 |

Road, Weather, Light Conditions and Miscellaneous Information

Statewide Traffic Crashes

| Road Conditions | Fatal Accidents | Percent | All Accidents | Percent |
|-----------------|-----------------|---------|---------------|---------|
| Dry | 670 | 79.29 | 114,951 | 73.76 |
| Wet | 136 | 16.09 | 28,554 | 18.32 |
| Snow | 15 | 1.78 | 5,312 | 3.41 |
| Ice | 12 | 1.42 | 4,835 | 3.10 |
| Slush | 1 | .12 | 478 | .31 |
| Mud | 1 | .12 | 60 | .04 |
| Standing Water | 0 | 0 | 73 | .05 |
| Moving Water | 0 | 0 | 60 | .04 |
| Other | 10 | 1.18 | 1,532 | .98 |
| Total | 845 | .54 | 155,855 | 100.00 |

| Weather Conditions | Fatal Accidents | Percent | All Accidents | Percent |
|-----------------------|-----------------|---------|---------------|---------|
| Clear | 482 | 57.11 | 91,124 | 58.47 |
| | 270 | 31.99 | 41,698 | 26.76 |
| | 49 | 5.81 | 11,185 | 7.18 |
| | 8 | .95 | 4,634 | 2.97 |
| | 3 | .36 | 1,397 | .90 |
| | 7 | .83 | 1,620 | 1.04 |
| | 19 | 2.25 | 880 | .56 |
| | 1 | 0 | 1,722 | 1.10 |
| | 6 | .71 | 1,595 | 1.02 |

| Light Conditions | Fatal Accidents | Percent | All Accidents | Percent |
|--------------------------|-----------------|---------|---------------|---------|
| Daylight | 445 | 52.66 | 109,713 | 70.39 |
| Dark w/street lights on | 116 | 13.73 | 25,713 | 16.50 |
| Dark w/street lights off | 6 | .71 | 870 | .56 |
| Dark-no street lights | 264 | 31.24 | 16,346 | 10.49 |
| Indeterminate | 14 | 1.66 | 3,213 | 2.06 |
| Total | 845 | .54 | 155,855 | 100.00 |

| Miscellaneous Information | | |
|-------------------------------------|--------|--------|
| In Known Cases | Acci | dents |
| III Kilowii Cases | Fatal | All |
| Drivers with physical impairment | 4.21% | 1.87% |
| Defective vehicles involved | | 2.62% |
| Occurred on roadway | 50.65% | 69.85% |
| Occurred off roadway | 49.35% | 30.15% |
| Occurred at intersection | 10.41% | 16.24% |
| One vehicle accidents | 57.51% | 27.80% |
| Speed a contributing circumstance | 44.18% | 19.32% |
| Driver left the scene | 3.67% | 14.53% |
| Hazardous material involved | .47% | .07% |
| Hazardous material released/spilled | .12% | .01% |

Accidents by Class of Trafficway

Statewide Motor Vehicle Traffic Accidents

| Classification | | Accident Severity | | | Personal Severity | | |
|----------------------|-------|--------------------|--------------------|---------|-------------------|---------|--------|
| of Trafficway | Fatal | Nonfatal Injury | Property Damage | Total | Killed | Injured | Total |
| Interstate | 110 | 4,296 | 14,662 | 19,068 | 122 | 6,149 | 6,271 |
| U.S. Numbered | 157 | 4,164 | 10,584 | 14,905 | 189 | 6,450 | 6,639 |
| State Numbered | 195 | 6,724 | 16,423 | 23,342 | 228 | 10,019 | 10,247 |
| State Lettered | 138 | 3,918 | 7,597 | 11,653 | 146 | 5,511 | 5,657 |
| Bus. Rt., Loop, Spur | 5 | 763 | 2,157 | 2,925 | 5 | 1,154 | 1,159 |
| Outer Road | 5 | 251 | 738 | 994 | 6 | 385 | 391 |
| County Road | 93 | 3,289 | 8,056 | 11,438 | 103 | 4,706 | 4,809 |
| City Street | 136 | 14,268 | 54,460 | 68,864 | 155 | 20,296 | 20,451 |
| All Others | 6 | 367 | 2,293 | 2,666 | 6 | 479 | 485 |
| Totals | 845 | 38,040 | 116,970 | 155,855 | 960 | 55,149 | 56,109 |

Pedestrian Information

| Pedestrian Action | Ru | ıral | Urban | | Total | |
|-------------------------------|--------|---------|--------|---------|--------|---------|
| redestrian Action | Killed | Injured | Killed | Injured | Killed | Injured |
| At Intersection | | | | | | |
| With Signal | 0 | 5 | 2 | 86 | 2 | 91 |
| Against Signal | 0 | 3 | 0 | 64 | 0 | 67 |
| No Signal | 11 | 73 | 17 | 294 | 28 | 367 |
| Diagonally | 1 | 11 | 2 | 49 | 3 | 60 |
| Not At Intersection | | | | | | |
| Behind/In Front Of Parked Car | 5 | 20 | 0 | 87 | 5 | 107 |
| Walking With Traffic | 4 | 36 | 2 | 35 | 6 | 71 |
| Walking Against Traffic | 4 | 17 | 4 | 45 | 8 | 62 |
| Getting On/Off Vehicle | 0 | 12 | 0 | 26 | 0 | 38 |
| Standing/Lying In Roadway | 3 | 27 | 2 | 68 | 5 | 95 |
| Pushing/Working on Vehicle | 0 | 4 | 0 | 10 | 0 | 14 |
| Other Working | 1 | 9 | 0 | 20 | 1 | 29 |
| Playing In Roadway | 0 | 8 | 1 | 28 | 1 | 36 |
| In Crosswalk | 0 | 3 | 0 | 77 | 0 | 80 |
| Off Roadway | 1 | 31 | 2 | 50 | 3 | 81 |
| Crosswalk Marked | 0 | 5 | 0 | 43 | 0 | 48 |
| Unknown | 1 | 12 | 3 | 86 | 4 | 98 |
| Totals | 31 | 276 | 35 | 1,068 | 66 | 1,344 |

Pedestrian by Age



*Pedestrians whose sex is unknown are included in total.

| Fatalities | | | | | | | | | |
|-----------------|------|--------|-------|---------|--|--|--|--|--|
| Age of Fatality | Male | Female | Total | Percent | | | | | |
| 5 and Under | 1 | 1 | 2 | 3.03 | | | | | |
| 6 - 10 | 1 | 2 | 3 | 4.55 | | | | | |
| 11 - 15 | 2 | 0 | 2 | 3.03 | | | | | |
| 16 - 20 | 2 | 1 | 3 | 4.55 | | | | | |
| 21 - 25 | 4 | 1 | 5 | 7.58 | | | | | |
| 26 - 30 | 5 | 1 | 6 | 9.09 | | | | | |
| 31 - 35 | 2 | 1 | 3 | 4.55 | | | | | |
| 36 - 40 | 1 | 1 | 2 | 3.03 | | | | | |
| 41 - 45 | 5 | 1 | 6 | 9.09 | | | | | |
| 46 - 50 | 8 | 2 | 10 | 15.15 | | | | | |
| 51 - 55 | 7 | 0 | 7 | 10.61 | | | | | |
| 56 - 60 | 6 | 0 | 6 | 9.09 | | | | | |
| 61 - 65 | 1 | 0 | 1 | 1.52 | | | | | |
| 66 - 70 | 1 | 1 | 2 | 3.03 | | | | | |
| 71 <i>-</i> 75 | 0 | 1 | 1 | 1.52 | | | | | |
| 76 and Over | 3 | 3 | 6 | 9.09 | | | | | |
| Not Stated | 1 | 0 | 1 | 1.52 | | | | | |
| Total | 50 | 16 | 66 | 100.00 | | | | | |

| Injuries | | | | | | | | |
|-----------------|------|--------|--------|---------|--|--|--|--|
| Age of Casualty | Male | Female | Total* | Percent | | | | |
| 5 and Under | 35 | 28 | 63 | 4.69 | | | | |
| 6 - 10 | 73 | 29 | 102 | 7.59 | | | | |
| 11 - 15 | 82 | 55 | 137 | 10.19 | | | | |
| 16 - 20 | 100 | 76 | 176 | 13.10 | | | | |
| 21 - 25 | 66 | 68 | 134 | 9.97 | | | | |
| 26 - 30 | 62 | 35 | 97 | 7.22 | | | | |
| 31 - 35 | 48 | 29 | 77 | 5.73 | | | | |
| 36 - 40 | 48 | 46 | 94 | 6.99 | | | | |
| 41 - 45 | 60 | 34 | 94 | 6.99 | | | | |
| 46 - 50 | 54 | 37 | 91 | 6.77 | | | | |
| 51 - 55 | 38 | 41 | 79 | 5.88 | | | | |
| 56 - 60 | 31 | 27 | 58 | 4.32 | | | | |
| 61 - 65 | 22 | 17 | 39 | 2.90 | | | | |
| 66 - 70 | 12 | 6 | 18 | 1.34 | | | | |
| 71 <i>- 7</i> 5 | 9 | 7 | 16 | 1.19 | | | | |
| 76 and Over | 18 | 19 | 37 | 2.75 | | | | |
| Not Stated | 19 | 11 | 32 | 2.38 | | | | |
| Total | 777 | 565 | 1,344 | 100.00 | | | | |

Probable Contributing Circumstances

This includes all drivers/vehicles and pedestrians

| Probable Contributing | A | Accident Severity | | | Personal Severity | | |
|------------------------------------|-------|-------------------|--------------------|--------|-------------------|---------|--------|
| Circumstance | Fatal | Injury | Property Damage | Total | Killed | Injured | Total |
| Speed/All | 368 | 9,088 | 19,814 | 29,270 | 426 | 13,249 | 13,675 |
| Speed - Exceeded Limit | 162 | 1,653 | 2,327 | 4,142 | 194 | 2,693 | 2,887 |
| Too Fast for Conditions | 231 | 7,724 | 17,950 | 25,905 | 262 | 11,002 | 11,264 |
| Improper Passing | 17 | 478 | 2,021 | 2,516 | 21 | 759 | 780 |
| Violation Signal or Sign | 29 | 2,361 | 3,938 | 6,328 | 34 | 3,952 | 3,986 |
| Wrong Side - Not Passing | 117 | 1,036 | 1,420 | 2,573 | 144 | 1,861 | 2,005 |
| Following Too Close | 17 | 4,955 | 16,647 | 21,619 | 18 | 7,139 | 7,157 |
| Improper Signal | 0 | 75 | 238 | 313 | 0 | 125 | 125 |
| Improper Backing | 2 | 214 | 4,707 | 4,923 | 2 | 259 | 261 |
| Improper Turn | 6 | 1,043 | 4,480 | 5,529 | 8 | 1,641 | 1,649 |
| Improper Lane Use/Change. | 175 | 3,636 | 11,856 | 15,667 | 191 | 5,312 | 5,503 |
| Wrong Way-One-Way Street | 10 | 95 | 186 | 291 | 12 | 182 | 194 |
| Improper Start - Parking | 2 | 63 | 341 | 406 | 2 | 85 | 87 |
| Improperly Parked | 3 | 67 | 620 | 690 | 3 | 91 | 94 |
| Vehicle Defects | 11 | 951 | 3,042 | 4,004 | 12 | 1,442 | 1,454 |
| Traffic Control Inoperable/Missing | 0 | 43 | 77 | 120 | 0 | 62 | 62 |
| Improperly Stopped on Roadway | 10 | 216 | 640 | 866 | 11 | 359 | 370 |
| Failed to Yield | 130 | 7,380 | 17,086 | 24,596 | 145 | 11,639 | 11,784 |
| Alcohol | 236 | 3,118 | 4,020 | 7,374 | 262 | 4,511 | 4,773 |
| Drugs | 36 | 442 | 578 | 1,056 | 39 | 690 | 729 |
| Physical Impairment | 38 | 1,360 | 1,459 | 2,857 | 44 | 1,762 | 1,806 |
| Inattention | 214 | 10,797 | 32,268 | 43,279 | 231 | 15,684 | 15,915 |



Alcohol Involvement

Drinking Drivers of Motorized Vehicles Involved in Accidents

Drinking a Probable Contributing Circumstance

| Age of | Hour of Occurrence | | | | | | |
|----------------|-----------------------------|---------------------------|----------------------------|-------------------------|---------------------------|----------------------------|-----------------|
| Driver | Midnight to 3:59 a.m. | 4 a.m. to 7:59 a.m. | 8 a.m. to 11:59 a.m. | Noon to 3:59 p.m. | 4 p.m. to 7:59 p.m. | 8 p.m. to 11:59 p.m. | Unknown Time |
| 15 and Younger | 2 | 1 | 0 | 2 | 0 | 0 | 0 |
| 16 | 21 | 6 | 0 | 1 | 5 | 11 | 0 |
| 17 | 57 | 14 | 2 | 2 | 9 | 38 | 2 |
| 18 | 110 | 31 | 7 | 4 | 17 | 40 | 2 |
| 19 | 129 | 31 | 6 | 11 | 31 | 63 | 5 |
| 20 | 124 | 39 | 10 | 7 | 24 | 75 | 8 |
| 21 - 25 | 665 | 139 | 36 | 64 | 175 | 394 | 14 |
| 26 - 30 | 385 | 88 | 24 | 49 | 178 | 344 | |
| 31 - 35 | 198 | 32 | 23 | 40 | 138 | 190 | 5 7 |
| 36 - 40 | 175 | 28 | 15 | 63 | 159 | 217 | 7 |
| 41 - 45 | 144 | 24 | 14 | 82 | 221 | 239 | 9 |
| 46 - 50 | 127 | 17 | 29 | 74 | 184 | 210 | 3 |
| 51 - 55 | 53 | 8 | 14 | 53 | 109 | 146 | 0 |
| 56 - 60 | 26 | 4 | 7 | 35 | 60 | 66 | 4 |
| 61 - 65 | 11 | 0 | 4 | 22 | 46 | 39 | 0 |
| 66 - 70 | 4 | 0 | 1 | 7 | 18 | 14 | 0 |
| 71 - 75 | 3 | 0 | 1 | 4 | 15 | 9 | 0 |
| 76 and Over | 1 | 0 | 0 | 6 | 2 | 8 | 0 |
| Not Stated | 135 | 25 | 9 | 16 | 33 | 80 | 29 |
| Total | 2,370 | 487 | 202 | 542 | 1,424 | 2,183 | 99 |

Drinking and Accidents (Includes drivers of all vehicles and pedestrians) - Whether or not a person has been drinking cannot always be determined at the scene of an accident. It is generally impossible to determine the persons who have had one or a few drinks; yet, these individuals may be as much of a hazard as the obvious drunk. Because of the time lapse from the moment of occurrence until an officer arrives at the scene to make the investigation, a person's condition concerning drinking can change a great deal. In cases where the individual may have been removed to a hospital, doctor's office or funeral home, his condition may never be determined.

Persons Injured in Alcohol Related Accidents 4,511

Fatal Traffic Crashes:

| Drinking Involved | 236 |
|-----------------------|-----|
| No Drinking Involved | 588 |
| Information Not Known | 21 |

All Traffic Crashes:

| Drinking Involved | 7 ,37 3 |
|-----------------------|----------------|
| No Drinking Involved | 144,133 |
| Information Not Known | 4,349 |

In Known Cases:

- 4.87 out of every 100 traffic crashes in the State involved drinking.
- In rural accidents, **7.28** out of every 100 traffic accidents involved drinking.
- 28.64 out of every 100 fatal accidents involved drinking.

Motorcycle Statistics

State Totals

| Killed (Drivers & Passengers) | 107 |
|--------------------------------|---------|
| Injured (Drivers & Passengers) | 2,169 |
| Accidents | |
| Motorcycles Registered | 143,674 |
| Motorcycle Licensed Operators | 335,872 |

This includes 3 wheel but not mopeds or all-terrain vehicles (ATVs).

Safety Device Usage

Safety Devices

No Seat Belts
Seat Belts Not Used
Shoulder Belts Only
Lap Belt Only
Shoulder/Lap Belt
Child Restraint
Helmet Used
Helmet Not Used
Use Unknown
Total

| | Driv | vers | | | Passe | ngers | |
|--------|---------|---------|---------|--------|---------|---------|---------|
| Killed | Percent | Injured | Percent | Killed | Percent | Injured | Percent |
| 9 | 1.35 | 402 | 1.07 | 8 | 3.51 | 807 | 4.95 |
| 351 | 52.70 | 4,210 | 11.23 | 129 | 56.58 | 2,435 | 14.94 |
| 1 | .15 | 204 | .54 | 0 | 0 | 89 | .55 |
| 0 | 0 | 130 | .35 | 3 | 1.32 | 323 | 1.98 |
| 155 | 23.27 | 26,583 | 70.88 | 56 | 24.56 | 9,813 | 60.20 |
| 0 | 0 | 0 | 0 | 4 | 1.75 | 1,034 | 6.34 |
| 86 | 12.91 | 1,772 | 4.72 | 6 | 2.63 | 204 | 1.25 |
| 24 | 3.60 | 507 | 1.35 | 1 | .44 | 98 | .60 |
| 40 | 6.01 | 3,695 | 9.85 | 21 | 9.21 | 1,499 | 9.20 |
| 666 | 100.00 | 37,503 | 100.00 | 228 | 100.00 | 16,302 | 100.00 |

Vehicle Body Type Analysis

| Vehicle Body Type |
|-------------------------|
| Passenger Car |
| Station Wagon |
| Sport Utility Vehicle |
| Limousine |
| Van/Bus <16 |
| Bus 16/More |
| School Bus |
| Motorcycle |
| All-Terrain Vehicle |
| Moped |
| Bicycle |
| Motor Home/Camper |
| Farm Implements |
| Construction Equipment |
| Other Transport Devices |
| Pickup |
| Single Unit Trucks |
| Multi-Unit Trucks |
| Unknown |

| | Vehic | le Types Inv | Persons Vehicl | s in each e Type | |
|---|-------|--------------|--------------------|---------------------|---------|
| , | Ac | cident Sever | Drivers/Passengers | | |
| | Fatal | Injury | Property Damage | Killed | Injured |
| | 419 | 26,389 | 84,520 | 403 | 30,141 |
| | 7 | 490 | 1,514 | 6 | 438 |
| | 168 | 9,437 | 29,217 | 112 | 8,105 |
| | 0 | 12 | 51 | 0 | 13 |
| | 70 | 4,338 | 13,301 | 50 | 3,633 |
| | 6 | 251 | 1,119 | 4 | 368 |
| | 1 | 143 | 795 | 0 | 228 |
| | 103 | 1,955 | 513 | 107 | 2,169 |
| | 14 | 171 | 38 | 14 | 244 |
| | 1 | 90 | 26 | 1 | 97 |
| | 2 | 517 | 105 | 1 | 527 |
| | 0 | 23 | 86 | 0 | 28 |
| | 2 | 48 | 135 | 2 | 18 |
| | 1 | 32 | 161 | 0 | 5 |
| | 10 | 79 | 363 | 3 | 56 |
| | 248 | 9,299 | 30,651 | 173 | 6,959 |
| | 34 | 867 | 3,451 | 9 | 351 |
| | 75 | 1,233 | 5,704 | 9 | 398 |
| | 3 | 165 | 4,036 | 0 | 27 |

Urban Traffic Fatalities

| City | 2005 | 2006 | 2007 | 2008 | City | 2005 | 2006 | 2007 | 2008 |
|------------------------------|---------|---------|---------|---------|-----------------------------|----------|---------|---------|--------|
| Arnold | 3 | 3 | 3 | 2 | Maryville | 0 | 0 | 1 | 0 |
| Aurora | 1 | 0 | 1 | 2 | Mexico | 1 | 0 | 0 | 1 |
| Bellefont. Nbrs. | 0 | 0 | 2 | 4 | Moberly | 2 | 0 | 3 | 0 |
| Belton | 4 | 0 | 0 | 0 | Monett | 1 | 0 | 0 | 2 |
| Berkeley | 4 | 4 | 1 | 7 | Neosho | 2 | 2 | 1 | 0 |
| Blue Springs | 2 | 2 | 3 | 4 | Nevada | 0 | 0 | 0 | 1 |
| Bolivar | 0 | 0 | 1 | 0 | Nixa | 1 | 1 | 3 | 0 |
| Boonville | 3 4 | 0 1 | 0 0 | 0 2 | Normandy Oak Grove | 0 | 0 1 | 1 0 | 0 |
| Branson Brentwood | 1 1 | 0 | 2 | 0 | O'Fallon | 5 | 2 | 3 | 0 1 |
| Bridgeton | 5 | 2 | 4 | 7 | Olivette | 0 | 2 | 0 | 0 |
| Cape Girardeau | 4 | 3 | 2 | 1 | Overland | 0 | 2 | 0 | 1 |
| Carl Junction | 1 | 3 | 1 | 0 | Ozark | 3 | 1 | 1 | 0 |
| Carthage | 0 | 3 | 0 | 3 | Pacific | 2 | 0 | 1 | 2 |
| Caruthersville | 1 | 1 | 0 | 1 | Perryville | 1 | 0 | 0 | 0 |
| Chesterfield | 2 | 0 | 1 | 0 | Pleasant Hill | 1 | 0 | 0 | 0 |
| Chillicothe | 0 | 1 | 0 | 0 | Poplar Bluff | 1 | 1 | 3 | 2 |
| Clayton | 0 | 0 | 0 | 1 | Raymore | 2 | 0 | 0 | 0 |
| Clinton | 0 | 2 | 2 | 1 | Raytown | 2 | 0 | 3 | 0 |
| Columbia | 9 | 15 | 8 | 8 | Republic | 1 | 1 | 1 | 0 |
| Creve Coeur | 1 | 2 | 1 | 1 | Richmond | 0 | 1 | 0 | 1 |
| Dellwood | 1 | 0 | 0 | 0 | Richmond Heights | 1 | 0 | 0 | 0 |
| De Soto | 1 | 0 | 1 | 0 | Rolla | 1 | 1 | 3 | 3 |
| Des Peres | 2 | 1 | 1 | 0 | St. Ann | 0 | 0 | 1 | 0 |
| Dexter | 1 | 0 | 1 | 0 | St. Charles | 4 | 7 | 2 | 2 7 |
| Eureka | 8 1 | 0 | 3 | 1 0 | St. Joseph St. Louis | 12 55 | 4 47 | 6 57 | 45 |
| Excelsior Springs Farmington | 0 | 2 | 4 | 0 | St. Peters | 55 7 | 2 | 5 | 2 |
| Ferguson | 0 | 1 | 1 | 0 | Sedalia | 2 | 1 | 3 | 1 |
| Festus | 2 | 0 | 1 | 4 | Shrewsbury | 0 | 0 | 1 | 0 |
| Florissant | 1 | 4 | 3 | 1 | Sikeston | 0 | 2 | 0 | 2 |
| Fulton | 2 | 2 | 0 | 2 | Springfield | 23 | 24 | 9 | 19 |
| Gladstone | 1 | 0 | 0 | 0 | Sullivan | 0 | 1 | 0 | 0 |
| Grain Valley | 1 | 0 | 0 | 1 | Sunset Hills | 4 | 2 | 4 | 0 |
| Grandview | 3 | 1 | 4 | 5 | Town & Country | 1 | 1 | 1 | 3 |
| Hannibal | 1 | 0 | 2 | 1 | Trenton | 0 | 0 | 0 | 1 |
| Harrisonville | 2 | 0 | 0 | 0 | Union | 4 | 1 | 0 | 1 |
| Hazelwood | 3 | 2 | 1 | 1 | University City | 0 | 1 | 0 | 1 |
| Independence | 16 | 15 | 10 | 10 | Warrensburg | 0 | 1 | 1 | 0 |
| Jefferson City | 2 | 8 | 1 | 2 | Warrenton | 0 | 2 | 0 | 0 |
| Jennings | 3 | 2 | 2 | 1 | Washington | 2 | 2 | 1 | 3 |
| Joplin Kanana Cita | 3 73 | | 6 53 | 7 59 | Webb City Webster Groves | 0 | 0 | 1 1 | 1 2 |
| Kansas City Kearney | 0 | 63 0 | 0 | 1 | Weldon Spring | 0 | 0 | 0 | 2 |
| Kennett | 2 | 3 | 0 | 0 | Wentzville | 0 | 1 | 1 | 1 |
| Kirkwood | 1 | 1 | 1 | 0 | West Plains | 3 | 2 | 5 | 2 |
| Ladue | 0 | 4 | 0 | 0 | Wildwood | 0 | 1 | 0 | 1 |
| Lake Saint Louis | 1 | 0 | 0 | 0 | Whawood | | 1 | | |
| Lebanon | 0 | 1 | 1 | 3 | | | | | |
| Lee's Summit | 4 | 7 | 7 | 6 | | | | | |
| Liberty | 3 | 3 | 2 | 3 | | | | | |
| Macon | 0 | 1 | 0 | 0 | | | | | |
| Manchester | 0 | 1 | 0 | 0 | | | | | |
| Maplewood | 0 | 0 | 1 | 0 | | | | | |
| Marshall | 0 | 0 | 0 | 2 | | | | | |
| Marshfield | 1 | 0 | 0 | 0 | Totals | 334 | 293 | 265 | 264 |
| Maryland Heights | 6 | 3 | 1 | 0 | 101415 | 554 | 493 | 200 | 404 |

Note: Accidents occurring within cities of 5,000 or more population are classified as urban.

Urban and Rural Comparison

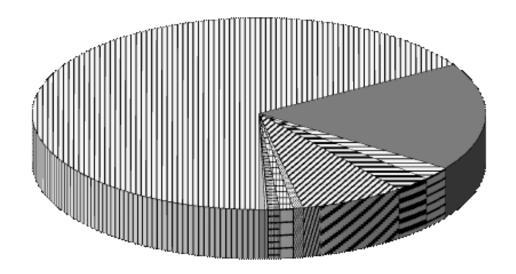
Urban Accidents in Missouri

| Type of Accident | Fatal | Injury | Property Damage | Total | % |
|--------------------------------|-------|--------|--------------------|---------|--------|
| Overturning | 15 | 517 | 267 | 799 | .79 |
| Other Non-Collision | 1 | 141 | 371 | 513 | 51 |
| Pedestrian | 34 | 930 | 93 | 1,057 | 1.04 |
| Motor Vehicle In Transport | 79 | 16,511 | 56,460 | 73,050 | 71.93 |
| Motor Vehicle On Other Roadway | 3 | 38 | 124 | 165 | .16 |
| Parked Motor Vehicle | 3 | 577 | 9,190 | 9,770 | 9.62 |
| Railway Train | 1 | 2 | 6 | 9 | .01 |
| Pedalcyclist | 1 | 425 | 90 | 516 | .51 |
| Animal | 2 | 89 | 995 | 1,086 | 1.07 |
| Fixed Object | 96 | 3,425 | 10,396 | 13,917 | 13.70 |
| Other Object | 1 | 67 | 613 | 681 | .67 |
| Total | 236 | 22,722 | 78,605 | 101,563 | 100.00 |
| Percentage | .23 | 22.37 | 77.40 | 100.00 | |

Rural Accidents in Missouri

| Type of Accident | Fatal | Injury | Property Damage | Total | % |
|--------------------------------|-------|--------|--------------------|--------|--------|
| Overturning | 71 | 1,531 | 1,112 | 2,714 | 5.00 |
| Other Non-Collision | 7 | 159 | 572 | 738 | 1.36 |
| Pedestrian | 24 | 222 | 17 | 263 | .48 |
| Motor Vehicle In Transport | 232 | 6,375 | 19,069 | 25,676 | 47.29 |
| Motor Vehicle On Other Roadway | 5 | 25 | 50 | 80 | .15 |
| Parked Motor Vehicle | 3 | 148 | 2,113 | 2,264 | 4.17 |
| Railway Train | 5 | 7 | 19 | 31 | .06 |
| Pedalcyclist | 1 | 91 | 14 | 106 | .20 |
| Animal | 1 | 306 | 3,027 | 3,334 | 6.14 |
| Fixed Object | 257 | 6,366 | 11,687 | 18,310 | 33.73 |
| Other Object | 3 | 88 | 685 | 776 | 1.43 |
| Total | 609 | 15,318 | 38,365 | 54,292 | 100.00 |
| Percentage | 1.12 | 28.21 | 70.66 | 100.00 | |

Missouri Accidents



The type of accident is determined by the first harmful event.

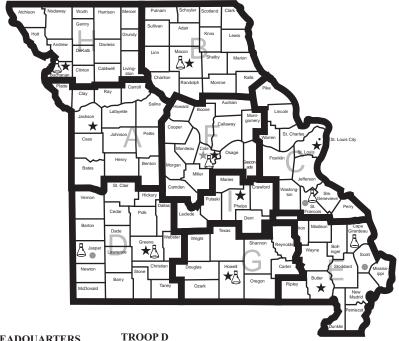
| Collision with Motor Vehicle in |
|---|
| Collision with Fixed Object |
| Non-Collision Overturning |
| Collision with Animal |
| Collision with Motor Vehicle Parked |
| Other Non-Collision |
| Collision with Other Object |
| Collision with Pedestrian |
| Collision with Railroad Train |
| Collision with Motor Vehicle On |
| Collision with Bicycle (Pedal Vehicles)0.40% 622 accidents 2 fatalities |

Holiday Fatalities

Missouri

| Holiday | Year | Killed | Period |
|--------------|------|--------|---|
| Memorial Day | 2007 | 15 | From 6:00 p.m., Friday, May 25, to 11:59 p.m., Monday, May 28. |
| | 2008 | 11 | From 6:00 p.m., Friday, May 23, to 11:59 p.m., Monday, May 26. |
| 4th of July | 2007 | 2 | From 6:00 p.m., Tuesday, July 3, to 11:59 p.m., Wednesday, July 4. |
| | 2008 | 11 | From 6:00 p.m., Thursday, July 3, to 11:59 p.m., Sunday, July 6. |
| Labor Day | 2007 | 14 | From 6:00 p.m., Friday, August 31, to 11:59 p.m., Monday, September 3. |
| | 2008 | 9 | From 6:00 p.m., Friday, August 29, to 11:59 p.m., Monday, September 1. |
| Thanksgiving | 2007 | 10 | From 6:00 p.m., Wednesday, November 21, to 11:59 p.m., Sunday, November 25. |
| | 2008 | 14 | From 6:00 p.m., Wednesday, November 26, to 11:59 p.m., Sunday, November 30. |
| Christmas | 2007 | 8 | From 6:00 p.m., Friday, December 21, to 11:59 p.m., Monday, December 25. |
| | 2008 | 15 | From 6:00 p.m., Wednesday, December 24, to 11:59 p.m., Sunday, December 28. |
| New Year | 2007 | 10 | From 6:00 p.m., Friday, December 28, 2007, to 11:59 p.m., Tuesday, January 1, 2008. |
| | 2008 | 24 | From 6:00 p.m., Wednesday, December 31, 2008, to 11:59 p.m., Sunday, January 4, 2009. |

Highway Patrol Headquarters



GENERAL HEADQUARTERS

P.O. Box 568, 1510 E. Elm St. Jefferson City, MO 65102-0568 Phone: 573-751-3313 Fax: 573-751-9419

TROOP A

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TROOP B

308 Pine Crest Dr. Macon, MO 63552-1030 Phone: 660-385-2132 Fax: 660-385-3920

TROOP C

891 Technology Drive Weldon Spring, MO 63304 Phone: 636-300-2800 Fax: 636-300-2741

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P.O. Box 612, 5268 Flat River Rd. Park Hills, MO 63601-0612 Phone: 573-431-0166 Fax: 573-431-4429 3131 E. Kearney Springfield, MO 65803-5044 Phone: 417-895-6868 Fax: 417-895-6877

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★ General Headquarters

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Service Centers

Satellite Laboratories

TROOP G

P.O. Box 10, Bus. U.S. 60-63 Willow Springs, MO 65793-0010 Phone: 417-469-3121

Fax: 417-469-3105

TROOP H

3525 N. Belt Highway St. Joseph, MO 64506-1370 Phone: 816-387-2345 Fax: 816-387-2349

TROOP I

P.O. Box 128, Nagogami Rd.W. Rolla, MO 65402-0128 Phone: 573-368-2345 Fax: 573-368-2352

Traffic Crashes/2008 statistics 21

Emergency Assistance: 1-800-525-5555 or Cellular *55

Road Conditions: 1-800-222-6400



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